

Canadair to replace its Brasilia turboprop planes on the Salt Lake City-Boise run. Thirty-one Canadair Regional jets currently operate in the United States.

That's not all. Earlier this summer two Fokker 70's a new Dutch jet with 79 seats, began service for America West Express, a unit of Mesa Air Group. They provide non-stop service from Phoenix to Des Moines and to Spokane, Wash., both long, thinly used markets that previously required at least one stop. Also flying in the United States are 16 four-engine British Aerospace BAe-146 jets and a few newer models of the same plane. Fokker is a unit of Daimler-Benz A.G.

And at least one American plane maker, McDonnell Douglas, is trying to develop a shorter version of its smooth-flying MD-80. It has not yet decided whether to go ahead with construction.

Over the next 20 years airlines worldwide are expected to buy as many as 1,500 jets that carry fewer than 100 passengers, said Barbara Beyer, president of Avmark, an airline industry consulting firm in Arlington, Va.

Still, the turboprop is not about to disappear. Bombardier, the Canadian plane maker, estimates that between 1993 and 2012 airlines worldwide will spend \$91 billion to buy 8,107 regional aircraft with 15 to 90 seats. Most of these planes will be low-cost turboprops with 40 or more seats. Airline industry experts say that turboprops will continue to serve as the backbone of flights between small- and medium-sized cities like Concord, N.H., and Syracuse and nearby major airports, such as Boston and New York.

For an increasing number of lucky fliers, though, the junior jets will provide a lot more speed and some added comfort over turboprops. And for thousands of others, there is the prospect of an end to the time-wasting change of planes.

"After two hours a turboprop is a real pain," Miss Beyer said, "Essentially there are two kinds of markets that can be served by regional jets. Those that are more than 400 miles apart, but are not large enough to command larger jet equipment. And those markets that have been abandoned by the major carriers since deregulation of the airlines—markets that had been jet markets and should be jet markets."

For years, the big United States aircraft manufacturers—Boeing and McDonnell Douglas—resisted building smaller jets, arguing that the development costs would be too high to justify the expense of building jets that would inevitably sell for much less than their bigger bread-and-butter jet aircraft.

"Then we hounded Canadair with the idea that they ought to turn their Challenger business jet into a regional airliner," Miss Beyer said. "And ultimately they did and now it is an absolute raving success."

While off to a good start, it remains to be seen just how successful the Canadair will be. Bombardier has delivered 65 such Canadair jets and has orders for 37 more. It says it plans to bring out a lengthened version that can carry 75 passengers.

Aircraft makers readily acknowledge that most passengers do not like turboprops, not just because of their noisy vibrations and cramped space, but also because they appear outdated and less safe. And the crash last October of a French-made ATR turboprop plane, which led the Federal Aviation Administration to ban the planes temporarily from flying in icy weather, only added to the safety fears surrounding turboprops. But the manufacturers insist that view is misguided.

"People tend to look at propellers and think old-fashioned," said Colin Fisher, a spokesman for Bombardier, which also

makes a 50-seat turboprop, the Dash 8. "But Turboprop and jet technology were born in the same time frame, around the time of World War II."

Whatever the manufacturers say, passengers recognize a clear difference. On a flight from Rochester to Cincinnati, a Canadair Regional jet operated by Comair, another Delta commuter affiliate, was exceptionally quiet and smooth, taking off quickly and flying above the turbulence. But the seats in junior jets do not vary that much in appearance and comfort from those typically found in most turboprops.

The main reason more airlines do not rely on junior jets is because they are much more expensive to buy than turboprops. And even though they hold more seats, that's still a real burden, particularly for commuter operators without a lot of extra investment capital that are operating on paper-thin margins. The new Embraer regional jet, for example, will cost nearly double the \$7.7 million price of its Brasilia turboprop. A Canadair Regional jet costs even more—\$17 million to \$22 million a copy.

But the new Brazilian operating costs are expected to be comparable. Its new regional jet, Embraer says, should cost about \$27 an hour per seat to fly, compared with \$29 per hour for a Brasilia. And some airlines think the investment is worthwhile, in part because jets fly much faster than turboprops, allowing more flights each day. Delta Connection flights on a Saab 340 turboprop between Rochester and La Guardia Airport in New York City are scheduled for 85 minutes, compared with USAir's 64 minutes via a 737 jet, adding about one-third to the gate-to-gate time.

Jets can also cruise higher, which means fewer cups of coffee ending up in passenger laps. "You can fly up quickly and get above the weather, which is especially attractive during thunderstorm season," said David A. Siebenburgen, president of Comair Holdings, the regional airline in Cincinnati that introduced the Canadair Regional Jet into service. "Our customers love them."

Comair operates 64 turboprops and 23 Canadair Regional jets, but within five years the company expects to operate fewer than 50 turboprops and at least 70 Canadair Regional jets, Mr. Siebenburgen said.

And even though the carrying costs are higher, SkyWest, based in Salt Lake City, sees advantages in the eight Canadair Regional Jets, all leased, that it now flies.

"The reason we feel comfortable with the risk," said Bradford R. Rich, SkyWest's chief financial officer, "is that the plane fits into the longer, thinner markets we have. We believe it can expand our market area because of the high speed and comfort."

As far as Canadair's new Brazilian competitor goes, it already has 18 firm orders for its regional jet, five of them from BWIA, a Caribbean airline. Embraer also says it has 16 options and 127 letters of intent.

So far, however, no airline in the United States has ordered an EMB-145. But Michael Warwicke, Embraer's vice president for sales, is counting on a few orders to roll in once the airplane completes flight-worthiness testing. Long-suffering prop-jet passengers may want to start counting the days.

THE BAD DEBT BOXSCORE

Mr. HELMS. Mr. President, before discussing today's bad news about the Federal debt, how about "another go", as the British put it, with our pop quiz. Remember? One question, one answer.

The question: How many millions of dollars does it take to add up a trillion

dollars? While you are thinking about it, bear in mind that it was the U.S. Congress that ran up the Federal debt that now exceeds \$4.9 trillion.

To be exact, as of the close of business yesterday, September 13, the total Federal debt—down to the penny—stood at \$4,967,410,712,825.60, of which, on a per capita basis, every man, woman and child in America owes \$18,856.78.

Mr. President, back to our pop quiz, how many million in a trillion: There are a million million in a trillion.

MESSAGE FROM THE HOUSE

At 2:58 p.m., a message from the House of Representatives, delivered by Ms. Goetz, one of its reading clerks, announced that the House disagrees to the amendment of the Senate to the bill (H.R. 2126) making appropriations for the Department of Defense for the fiscal year ending September 30, 1996, and for other purposes, and agrees to the conference asked by the Senate on the disagreeing votes of the two Houses thereon; and appoints Mr. YOUNG of Florida, Mr. MCDADE, Mr. LIVINGSTON, Mr. LEWIS of California, Mr. SKEEN, Mr. HOBSON, Mr. BONILLA, Mr. NETHERCUTT, Mr. NEUMANN, Mr. MURTHA, Mr. DICKS, Mr. WILSON, Mr. HEFNER, Mr. SABO, and Mr. OBEY as the managers of the conference on the part of the House.

The message also announced that the House has passed the following bills, in which it requests the concurrence of the Senate:

H.R. 1162. An act to establish a Deficit Reduction Trust Fund and provide for the downward adjustment of discretionary spending limits in appropriation bills.

H.R. 1594. An act to place restrictions on the promotion by the Department of Labor and other Federal agencies and instrumentalities of economically targeted investments in connection with employee benefit plans.

H.R. 1655. An act to authorize appropriations for fiscal year 1996 for intelligence and intelligence-related activities of the United States Government, the Community Management Account, and the Central Intelligence Agency Retirement and Disability System, and for other purposes.

MEASURES REFERRED

The following bills were read the first and second times by unanimous consent and referred as indicated:

H.R. 1162. An act to establish a Deficit Reduction Trust Fund and provide for the downward adjustment of discretionary spending limits in appropriation bills; referred jointly, pursuant to the order of August 4, 1977, to the Committee on the Budget, and to the Committee on Governmental Affairs.

H.R. 1594. An act to place restrictions on the promotion by the Department of Labor and other Federal agencies and instrumentalities of economically targeted investments in connection with employee benefit plans; to the Committee on Labor and Human Resources.

H.R. 1655. An act to authorize appropriations for fiscal year 1996 for intelligence and intelligence-related activities of the United